



GREENSBORO URBAN AREA Technical Coordinating Committee

TECHNICAL COORDINATING COMMITTEE

**Minutes of July 25, 2001
9:00 a.m. Greensboro, NC**

ATTENDANCE

Jim Westmoreland	TCC Chair/GDOT	Candice Bruton	GSO Parks & Rec
Tyler Meyer	GDOT	Eric Midkiff	NCDOT PDEA
Scott Walston	NCDOT Statewide Planning	James Bridges	NCDOT PDEA
Patty Eason	Division 7	JoAnn Oerter	NCDOT
Pat Strong	FHWA	Kelly Becker	NCDOT Area Traffic
Scott Rhine	PART	Paul Mushik	News & Record
Alec MacIntosh	Greensboro Planning	Craig McKinney	GDOT
Rob Bencini	Guilford County Planning	Melissa Krueger	GDOT
Allen Hayes		Veronica Dunlap	GDOT

Action Items

Approval of Minutes of April 12, 2001 Meeting

Tyler Meyer moved for the approval of April 12, 2001 minutes as written, seconded by Pat Strong. The Board voted unanimously in favor of the motion.

Release Draft Long Range Plan, MTIP, & Conformity Documents to Public Review

Tyler Meyer informed the Committee that the documents were to be advertised in area papers, Channel 13 and Press Release Issues. Copies are available to TAC and TCC members today. The primary reason for the update was due to the NC 68 widening project, a widening project from Gallimore Dairy Road to Market Street. Other changes included the Pegg to Thatcher Road connector and the Regional Road extension.

The Long Range Transportation Plan document has a guide to notable sections. The sections, which are updated, are the planning process, updated metropolitan boundaries, and the project descriptions and maps. The financial plan was also revised. Between now and 2025, the plan's cost will be approximately \$1.3 billion in roadway

construction. About \$500 million in roadway maintenance cost has been identified and fiscal constraint has been maintained. Maintenance costs are extrapolated from past cost trends normalized to current year dollars.

MTIP Document

The MTIP document has been under development since the fall of 1999. A previous round of public review was held between November 2000 and January 2001. The MTIP was approved for STIP development purposes in April. Significant project changes in this MTIP include the acceleration of the Western Urban Loop from I-40 to I-85 for construction to start in 2003. Also, the Public Transportation Element has been revised. The TIP includes an annual average of \$67 million in roadway project costs between fiscal years 2002 and 2008.

Conformity Analysis Document

Guilford County is an ozone maintenance area. The Long Range Plan and the MTIP conform to the state requirements. The area is regulated for NOX and VOC emissions budgets through 2005. Scott Walston commented that the Long Range Plan is well within the air quality requirements. Tyler Meyer commented that the enhanced inspection and maintenance program is one reason, along with assumptions for cleaner fuels and vehicle turnover rates to cleaner burning vehicles. Jim Westmoreland asked for the clarification of all in attendance if this is based off the current one-hour standard or the eight-hour proposed standard. Tyler Meyer answered that this is the one-hour standard.

Tyler Meyer commented that the Division of Air Quality has been developing a new mobile emissions budget. The eight-hour standard is in a period of uncertainty right now following the Supreme Court's ruling. Jim Westmoreland asked if the state or the federal government had any comment on what the status might be relative to implementation of the standard. Pat Strong stated that it would be 2010 before the EPA can fully implement the eight-hour standard. It will be at least one year before the EPA can implement the eight-hour standard. Jim Westmoreland asked if the Plan would have to be updated on the completion of the airport air study. Scott Walston advised that it would. Tyler Meyer clarified that a Plan update would be required only if projects were added to the TIP or Plan or project horizon year shifts resulted. Scott Walston moved that the TAC release the Long-Range Plan for public review. Scott Rhine seconded the motion. The Committee voted unanimously in favor of the motion.

Concur with Selected Functional Classification Changes

Tyler Meyer commented that Functional Classification is used to establish federal aid eligibility. There is a need to revise the Functional Classification System in the area. This need has been created by two projects: the Southern Urban Loop and the Bridford Parkway Extension. Scott Rhine moved to concur with the revision. Scott Walston seconded the motion, which passed unanimously.

GTA Program of Projects

Tyler Meyer advised this document is used by the Greensboro Transit Authority to support its FTA grant applications. The Program of Projects requires an amendment to the FTA 5307 funds used to support Long Range and Short Range Transit Planning efforts. Jim Westmoreland asked for a motion to recommend to the TAC to approve the GTA Program of Projects and amend the work plan. Pat Strong made the motion, seconded by Scott Rhine. The Board voted unanimously in favor of the motion.

Business Items

Report on Pedestrian Bridge at US 29 (W-4401)

Patty Eason reported that this project has been accelerated. The project should be completed by 2002. The structure type has not been decided. It will be presented to the committee as soon as a decision has been made.

Presentation on US 421 Interchanges (R-2612)

James Bridges, NCDOT PDEA stated that the purpose of the project is to construct an interchange at Woody Mill Road and an overpass or interchange at Neely Road. Planning is still in progress and design is scheduled to be completed in 2004, right of way to be completed in 2006 for Woody Mill Road and 2008 for Neely Road, with construction starting in 2008 and post year, respectively. Bridges reviewed the two alternatives proposed in the Environmental Document for Woody Mill Road, and the six different alternatives for Neely Road. Planning continues with local officials. An additional public hearing will be held in the future prior to starting work on the FONSI.

Jim Westmoreland asked about follow-up with local officials about evaluation of options. James Bridges advised after further evaluation PDEA will meet with local officials. Mr. Westmoreland recommended that they meet with local officials from the City and the Town of Pleasant Garden and Division 7 to work out a solution. James Bridges advised it would be approximately six months or longer before the next presentation.

Update on Ongoing Planning Items

Jim Westmoreland reminded TCC that the interchange at West Market Street is no longer planned for the Western Urban Loop. This will create traffic capacity issues at the Gallimore Dairy Road interchange, Guilford College Road and Market Street, Guilford College Road and Friendly Avenue. Westmoreland stated that a TIP amendment will be made shortly to appropriate \$4 million in City Bond Funds towards the West Market Street TIP project. In return, NCDOT will fund three projects: the Gallimore Dairy Road Widening project, and intersection improvement projects on Guilford College Road at West Friendly Avenue and West Market Street.

Westmoreland then discussed the NC 68 widening project. The project will add two through lanes from Gallimore Dairy Road to north of Triad Center Drive. This is a joint project between the City of Greensboro and the DOT. Construction should begin in early 2002 with completion by the fall.

Westmoreland described the TCC about the planned Pegg to Thatcher connector and improvements to Pegg and Thatcher roads. This would provide another form of access and congestion relief for area businesses and NC 68 traffic. RF Micro Devices plans their facilities, but was concerned about traffic in the area.

Westmoreland then informed the TCC about two proposed Urban Loop Interchanges. The first interchange would be located on the Fleming to Lewiston Connector, and would provide access to this growing area along the Western Urban Loop. The other proposed interchange would be on Cone Boulevard Extension. This would complement City plans for the economic development of eastern Greensboro. These interchanges will be studied and efforts will be made to have them included in Urban Loop Construction plans.

Westmoreland closed by discussing the Wendover Avenue at I-40 interchange. The proposed commercial redevelopment of the Guilford Mills site in the area illustrates the need to improve this interchange. An Urban Diamond interchange would provide better traffic movement in the area, and will be studied further.

Other Items

Scott Rhine announced the two open house meetings for PART's Major Investment Study. The dates are August 21, 2001 at the Benton Convention Center in Winston-Salem between 5-7:00 p.m. and on August 28, 2001 at Guilford Tech in Jamestown between 5-7:00 p.m. Newsletters will be sent to area counties, cities, and stakeholders. Press releases will alert the local news media. The state has canceled the public hearings for the Southeastern High Speed Rail study that were to have been held in conjunction with the PART meetings. They have been tentatively rescheduled for October 30 and November 6.

Scott Walston advised the TCC on the status of the airport study. The PART executive team will review progress on July 26 hopefully set in motion the obtaining of a roadway design consultant do functional designs for the alternatives.

Craig McKinney advised the Bridford Parkway meeting would be held at Guilford Middle School on July 25, 2001. JoAnn Oeter advised that funds have been obtained to include ITS along the entire Southern Urban Loop with Bond Loop funds that will be exempt from the equity formula. Tyler Meyer described recent legislation changing the requirements and procedures for Thoroughfare Plans. The legislation is intended to improve the planning process. The MPO's thoroughfare plan has not been fully updated since 1989, so a comprehensive overhaul is ripe. Work will begin this fall.

Scott Rhine moved for adjournment. Pat Strong second the motion. Therefore, the TCC adjourned at 10:00 a.m.